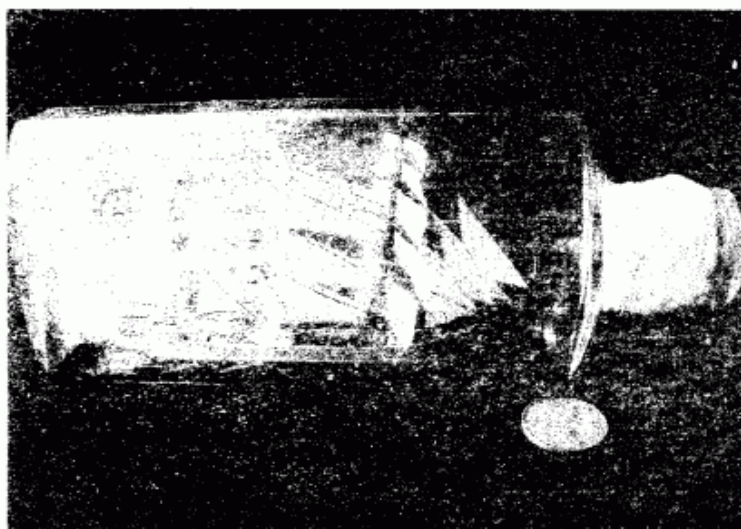




2009-1



The "Blue Barque " by Mark Bolton, of Warwickshire .England.

**JOURNAL OF THE SHIPS-IN-BOTTLES  
ASSOCIATION OF AMERICA INC.**

# The Bottle Shipwright

**THE BOTTLE SHIPWRIGHT** is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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**ARTICLES & PHOTOGRAPHS** for publication in THE BOTTLE SHIPWRIGHT should be sent to the editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED.** Articles taken from another publication will not be used without express written permission, from that publication. A copy of the permission slip to be used appears in each issue of THE BOTTLE SHIPWRIGHT. Anyone submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above

**DEADLINE** for submission is the second month of each quarter.

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# The Bottle Shipwright

Volume 27.

Number 1.

ON THE COVER - The Blue Barque.  
by Mark Bolton, England

BACK COVER -SIB from Mr.Moorthy  
of India.

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Now hear this	
Permission to publish.	

*I do what I can to help educate the masses.*

**It was necessary to keep a good supply of cannon balls near the cannon on**

**Old war ships, but how to prevent them from rolling about the deck was the problem.**

**The best storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon.**

**There was only one problem...how to prevent the bottom layer from sliding or rolling from under the others. The solution was a metal plate with 16 round indentations, called a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make Brass Monkeys.**

**=20**

**Few landlubbers know that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey. Thus, it was quite literally, cold enough to freeze the balls off a brass monkey. And all this time, you thought that was a vulgar expression, didn't you? You must send this fabulous bit of historical knowledge to at least a few unsuspecting friends. Now, your Naval History tutoring is complete.**



Send Material for the Editor to-----  
5075 Freeport Drive, Spring Hill, Fl., 34606.  
bt1shprt@tampabay.rr.com.

*Ray Handwerker*



We start this year sadly, with the loss of member Joseph Lynch, and I recently got the notice from his wife. Don Hubbard did a nice obituary in Notes from the membership chairman in this issue. His wife would like to hear from anyone interested in the wood and tools he left. You can write to her Joan Lynch at 802 Bookbinder, Winston. Ct. 06095. Our sympathy goes out to the family.

Our treasurer has some 5 Cal. bottles for sale, You may contact Adam Mello at. 113 Hacienda Dr. Napa Ca. 94558.

some photo's of Joe Lynch's work is on the next page.

Now, lets refill those bottles.

**WELCOME ABOARD NEW MEMBERS.**

Peter Bentley, 9262 Peninsula Dr. Traverse City, Minnesota, 49686.

E-Mail pbentley2@yahoo.com

Mark Bolter, 747 Princess Ave. Victoria, BC V8T 1K8 Canada.

Preben Mogensen, 304 Robert Way, Napa, California. 94558.

E-Mail preben@napanet.

Richard Suurmond, P.O.Box 416 Willemstad, Curacao, Netherlands Antilles.

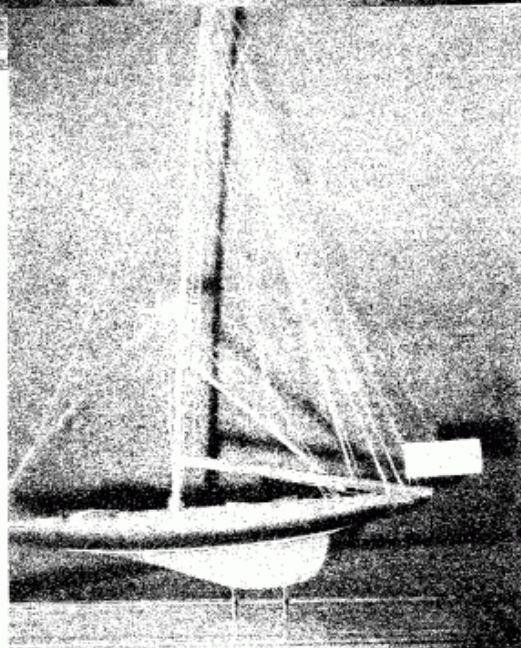
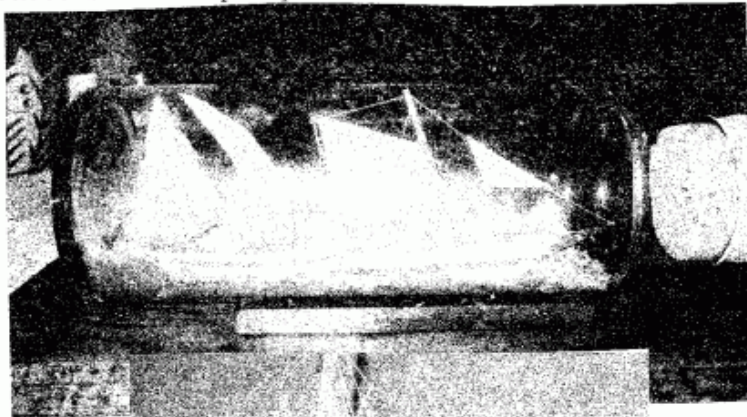
E-Mail richardsuurmond@hotmail.com.

(no address changes ).



Subject: Rare photo of a Mexican Navy Seal

Photo's of Joseph Lynch's works.



## HOW TO MAKE A HULL ....? (Bob de Jongste)

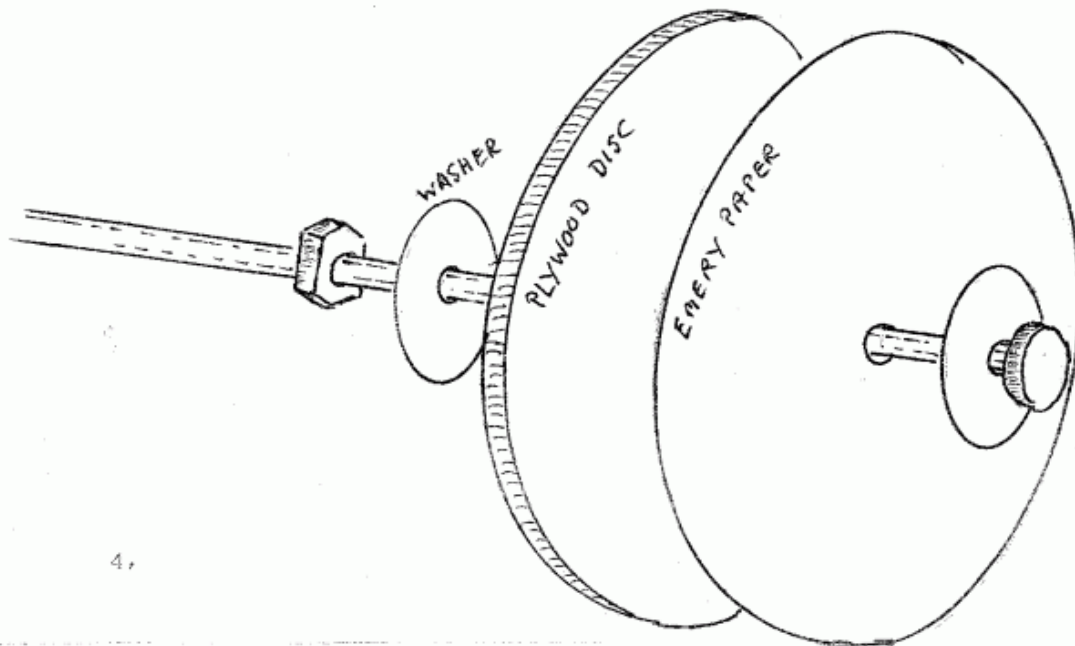
I hate knives! They have a tendency of cutting my fingers, so I have adopted a different method to make the hulls of my ships.

May I presume that you have a lathe or an electric drill? If you have an electric drill then you must fasten it to your workbench so you have your hands free for shaping the hull.

Your hardwarestore can definitely supply you with hardrubber discs and the appropriate metal emery discs. Here on the continent of Europe we have a brand named Sandviken and I just wonder if it exists in your country. If not you will no doubt have some similar product of local manufacture.

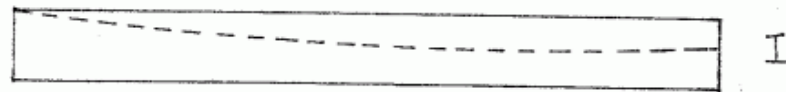
As a matter of fact I did start differently. I cut a circular piece of plywood of about 5 inches (13 cm) and I drilled a hole in the centre to take a bolt. I cut some circular emery paper (later I found out that you can buy that from your hardwarestore) and fastened that to the plywood disc by means of a big washer.

To make the hulls I started with ten pieces of wood 12 x 12 x 100 millimeters and I tried to form some hulls by grinding them down to size. In the beginning it was very hard but after some trials I got the kick out of it and now I can easily do some 10 hulls per hour. I start with coarse emery paper and I finish with very smooth paper. Try it and see whether it satisfies you too!

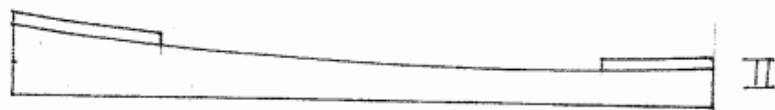


## HOW TO MAKE A HULL.

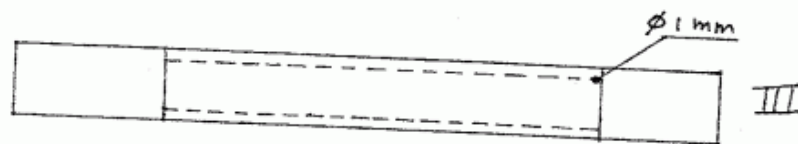
Take a piece of wood, 120 x 12 x 12 mm. Draw on the side the sheerline as indicated in figure I. Cut or fraise away the wood above the sheerline.



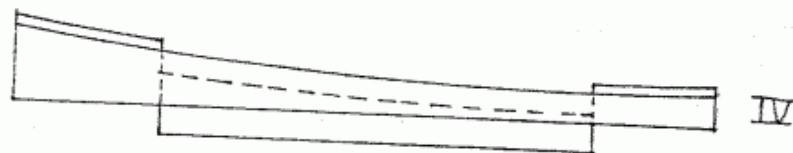
Glue some 2 mm thick wood to the forward deck and the poopdeck as is shown in figure II.



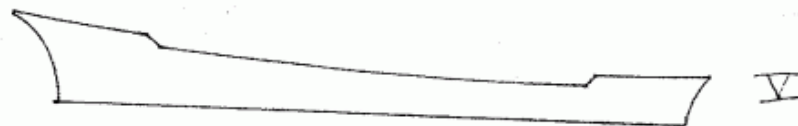
Drill a 1 mm hole as indicated in figure III. With a fretsaw you can saw out the deck.



Push the deck down. See figure IV. Glue the deck about 2 mm below the bulwarks and cut off the wood protruding from the hull.



Now you can start shaping the hull. Wrap a piece of fine emerypaper around a pencil to get beautiful curves, See figure V.



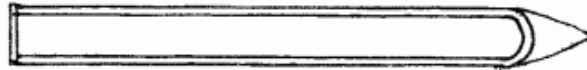
Good luck and try to improve what I just wrote down.

5.

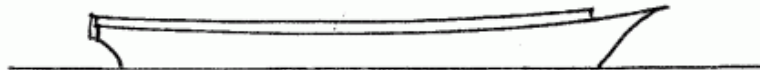


## A HULL FOR A BARK OR SHIP.

Many ships from the 1850's and later had round bulwarks on the forward deck. To make such bulwarks on our bottleships is quite easy, since you can buy 2 x 2 mm pre-treated wood in the modelling shops and this wood can be given any form you want. Cut off a piece that is slightly longer than the total length of the bulwarks. Bend it carefully so that it fits into a glass of water. Let it soak for some hours. Then hang it over a round pencil or ballpoint and put some weights on both ends.



After some trial and error you will be able to make a beautiful piece of bulwarks in the shape of a hairpin. But take care! Don't work too fast but give the wood time to set.



In the meantime you have made a hull with the required sheerline. Glue the bulwarks to the hull. When dry, cut off the excess length and finish the stern. I suggest that at this stage you drill the holes in the bulwarks for the shrouds and when these are ready you can start sanding the hull, so that nothing can be seen of the glueline.

I wish you success!

Bob de Jongste



## A PIRATE'S TALE.

A sailor met a pirate in a bar and they took turns recounting their adventures at sea. Noting the pirate's peg leg, hook and eye-patch, the sailor asked: "So, how did you end up with your peg leg?" The pirate replied: "We was caught in a monster storm off the Cape and a giant wave swept me overboard. Just as they were pullin' me out a great white shark appeared from the briny deep and bit off my leg!"

"Blimey" said the seaman: "What about the hook?" "Ahhh" mused the pirate: "we were boarding a trader ship, pistols blastin' and swords swingin'. In the fracas me hand got chopped off." "Zounds" said the sailor "and how came ye by the eye patch?" "A sea gull droppin' fell into me eye" said the pirate. "You lost your eye to a sea gull dropping?" the sailor asked. "Well" said the pirate: "it was me first day with the hook!"



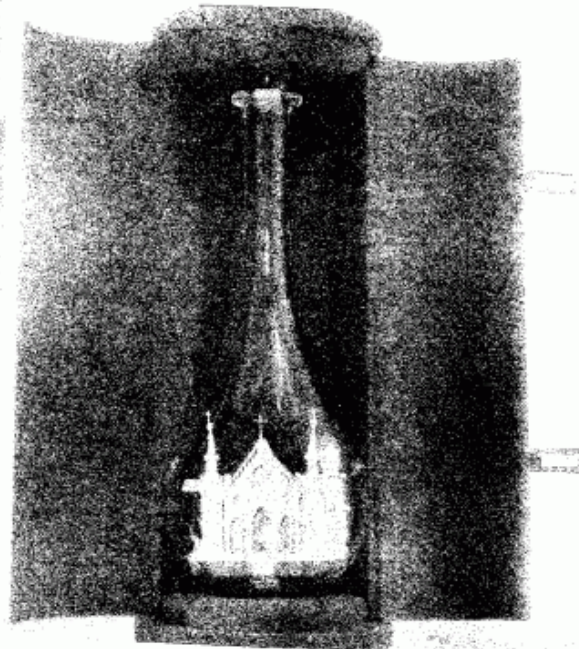


- We start 2009 with one member rejoining, and four new members. Welcome aboard to Peter Bentley, of Traverse City, Minnesota, who is fascinated with SIB's and enjoys sailing and the history of schooners on the Great Lakes. And Mark Bolter, of Victoria, BC. Canada who sends no info on his experience. Preben Mogensen, of Napa, California claims no experience. But is interested. Richard Suurmond, of Curacao, Netherlands Antilles, has made some small SIB's and hopes to make some more difficult ones.

And welcome back to Joe Cassazza, of Essex Junction Vermont.

This is your journal and we need your input on how you do it, any Pictures, hints, tips, articles, questions. We will try to help.

Below, A Church in a Bottle by Mr. Moorthy, of Tamil Nadu, India.





#### CUSTOM SCALED DRAWINGS VIA COPIERS

Copier machines capable of reducing the image size are a boon to model makers. Such machines are now available at post offices, libraries, commercial printing firms and even a few grocery stores. Fees for their use vary, but are generally reasonable. Many are coin operated, but those require re-setting after each use. Some commercial firms offer discounted rates by pre-paying for 100 or more copies. (Consult "Copying & Duplicating Services" in your telephone book.)

Commercial drawings suited for model makers are usually in scales of 1:48 or 1:96. A few firms offer smaller scale drawings. Should the drawings lack a graphic scale, it's wise to add one or more to facilitate verifying scales on copies.

Many copiers provide reductions in set steps such as 75%, 64% and 50%. Better machines will reduce image sizes in 1 % increments down to 25%.

As an example, one might purchase a drawing at 1:48 scale, but desire it at 1:384 scale. Overlapping portions can first be reduced 50% to 1:96. These can then be pieced together and again reduced to 25% or 1:384 - or by two reductions of 50%. Intermediate copies are also useful for studying details.

To sand a hull to the proper contour, the plan view can be glued atop a block of wood. The profile view can then be loosely glued to the side for matching. Sectional curves can be glued to cardstock and trimmed for use as templates.

Copiers are also useful for making copies of ship photographs from magazines or books for reference use in the workshop. These are enhanced when the copier has a photo setting.

In larger cities, other means of reducing drawings are available. These include engineering blueprint firms, photographic service firms and computer centers. Such means will result in finer copies, but require more time and expense.

PHOTO 1. A reduced and pieced drawing at left was further reduced to the desired scale at upper right. Copies are glued to the hull block, lower right.

PHOTO 2 or 3. Closer view of shaping the hulls to the drawings to insure faithful scale. The block is pieced at the waterline & later soaked apart for separate painting then rejoined with dowels & holes. That insures a crisp waterline. Ships are very rarely loaded to sink to their actual waterline.

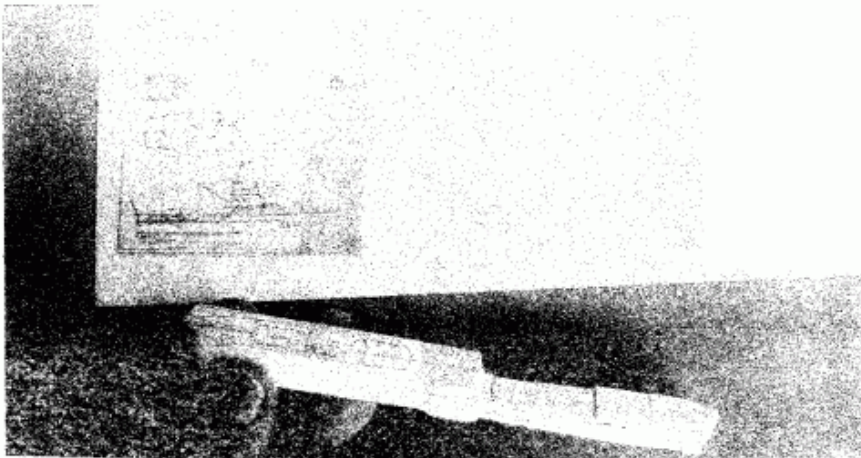
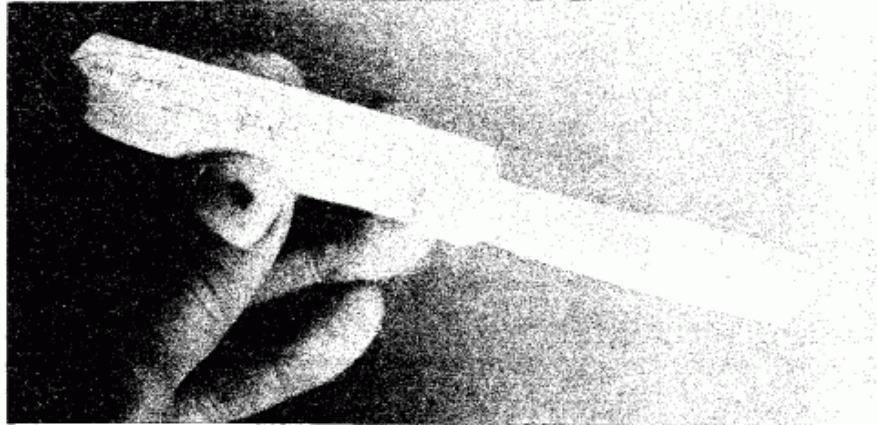
8.

Charles Hand.



Left. Photo # 1.

Right Photo # 2.

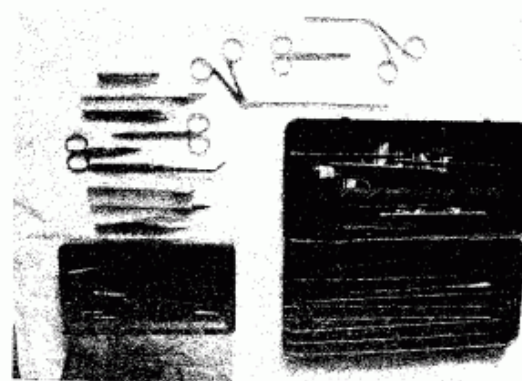
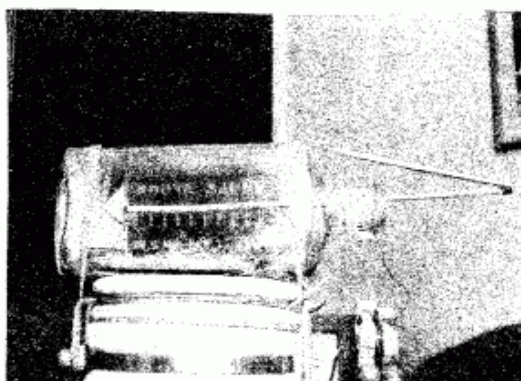
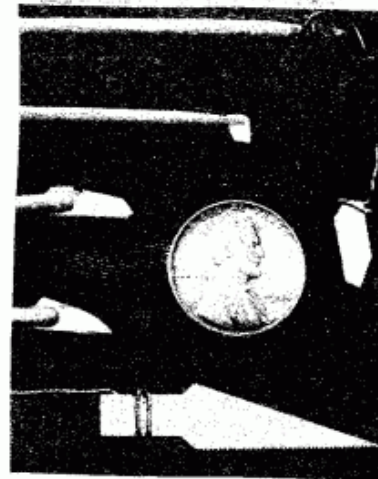
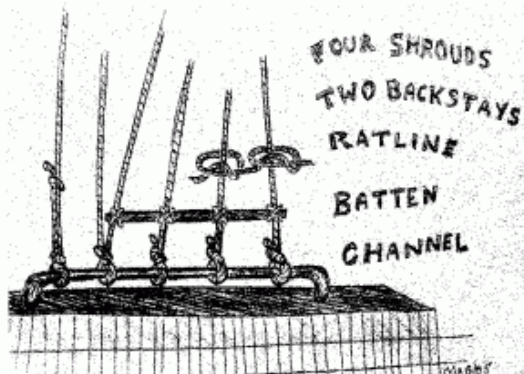
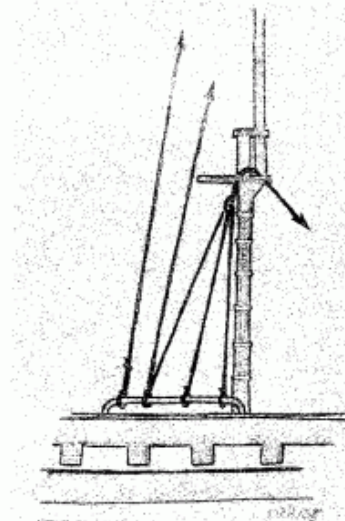
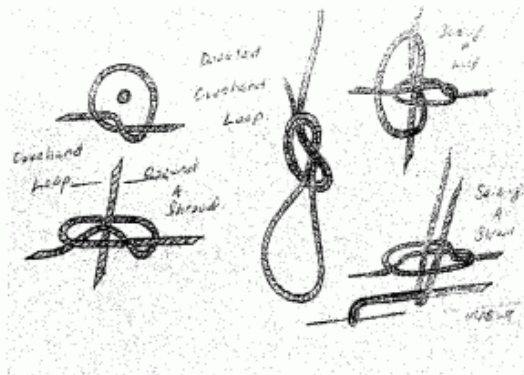


Left. Photo # 3.

Then there was the fellow who was so hen-pecked, he cackled in his sleep!!



Some additional photo's of Mark Boltons work on "Blue Barque"



## NOTES FROM THE MEMBERSHIP CHAIRMAN

BY  
Don Hubbard

Again, our thanks to our generous members who added a donation to their membership checks. Steve Wilson, Sacramento, CA; Randy Chesnutt, Palmdale, CA; Peter M. Bentley, Traverse City, MI; James Herr, Marysville, WA; Bell Cheek, Dundas, ON, Canada; Myles Reardon, Danvers, MA; Martin Stroud, Arnes, MD.

**Bill Cheek's BLUENOSE** (right). The *Bluenose* is featured on the Canadian dime, and one of these is glued to the cork on this bottle. *Bluenose* is a term applied to fishermen who live on the Atlantic Coast and who traditionally develop blue noses from prolonged exposure to the cold. The fishing schooner, *Bluenose*, was, and still is, the fastest fishing schooner on the east coast. She was built in Lunenburg in 1921 and holds the International Fisherman's Trophy.



Bill Cheek's Bluenose



Peter and bottled ship

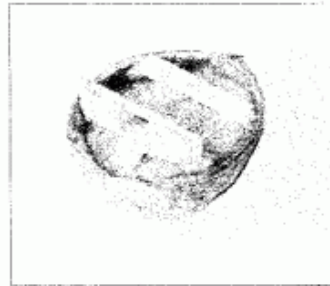
**Peter Bentley** was born in Boston in 1945, but grew up in Narbeth, PA, a suburb of Philadelphia. He spent his summers in Connecticut and enjoyed visits to Mystic Seaport where he became intrigued by the ship models and bottled ships. After a hitch in the Army he spent years in the sewing machine business and then the ice cream business with his family. He and his wife, Sharyn, have two great kids and one grandchild. He built his first SIB in 1970 and has been at it since.

### WALNUT SHELL SHIPS?

Yup, that's what Leo Christopherson does. He hasn't bottled any yet, but maybe appearing in our magazine will inspire him. Or maybe one of you will do it. Take the challenge!



The Completed Walnut Ship



The hull and decking

---

What makes men chase women they have no intention of marrying? The same urge that makes dogs chase cars they have no intention of driving.

## MUSEUM NEWS FROM MASSACHUSETTS

Our alert member, Conrad Forget, reports that there is now a Titanic Historical Society Museum located at 208 Main Street, Springfield, MA 01151. There are about 3000 items dealing with the sinking of the ship, including the life vest worn by the wife of John Jacob Aster. The town is about 5 miles east of Chicopee where Conrad lives. Right: one of Conrad's miniature bottled ships.



A Conrad Forget Mini

### ADAM MELLO, OUR TREASURER, MUSEUM RECOGNITION

On a recent visit to New Bedford, MA, Adam stopped in the famous Whaling Museum to show them some of his models. They were impressed and the curator sent him the following letter.

Dear Mr. Mello, It was a pleasure to meet you and hear about your models. I think they are wonderful documentary pieces and you are to be commended as a rare artist with a visionary sense of what is important. If you ever consider parting with any of your collection, particularly those models and dioramas that depict New Bedford vessels and scenes, please do contact me. We are definitely interested in adding your work to the museum collection. Sincerely your, Michael P. Dyer, Maritime Curator, New Bedford Whaling Museum. October 22, 2008.

---

### IN MEMORIAM - JOSEPH LYNCH: SHIP BOTTLER

We were very sad to hear of the passing of Joe Lynch, one of our Connecticut members. Joe left us last year on June 26 at the age of 82. He became involved in our art late in life. He was a ship model builder, but became interested in the bottling art about three years ago after reading an article about bottled models in the paper. His wife bought him some books on the subject and at the age of 79 he went about teaching himself the skills. All together he made about five bottled models, the last one completed just two weeks before his death. With the exception of one, which he gave to his wife, the models were all given to his children. Maybe those who received them or later on, their children, will become equally curious about our art form and go on to build small bottled models for themselves. As I have said many times before, ships in bottles can last for hundreds of years and will continue to inspire future generations for a very long time. Thanks Joe. We will miss you. Your models are now a permanent and inspiring part of your legacy. Don Hubbard, co-founder of the Ships-in-Bottles association of America.

---

**Kevin Hollins, (Pikesville, MD)** is a new member who sent along the picture of his recent bottled model which shows a father and son out on a fishing trip in their little dory. The model is in a vertical bottle and the two figures nicely represent the pair as they dip their lines in the water and await the quiet tug that signals a curious fish. Nice job Kevin!



Kevin Hollins' Fishermen



## GEMs - Glass Encapsulated Miniatures

Our member Burt Reckles in Texas, has suggested the above new name for the lovely models which we make and bottle. I think the foregoing acronym is not only original but most appropriate. Thanks Burt.

-----



How many of you know that our past president, **Terry Butler (Kingsport, TN)** is an accomplished artist in addition to all her other talents? Take a look at this photo of Terry's depiction of sunken vessel which she completed the latter part of last year. I wish we had the ability to reproduce this painting in color. The deep blues and dark greens show the sunken brown sunlit hull with complete realism. Congratulations Terry!

Our Dutch correspondent Bob de Jongste is a World War II veteran who served in the Dutch underground from 1940 until his capture by the German Gestapo on March 12, 1944. He was sentenced to death for his activities by the Luftgaukommando in Utrecht in September of the same year. German records show that he was executed that same month. Contrary to the records he was transported to a prison in Germany where he was liberated by the Russian army on April 27, 1945. After the war he became a B3 pilot instructor in the Dutch National School of Aviation. Bob (Bastiaan, Ba, Bob) has built some 500 bottled models and has been an active member of The Dutch Ships-in-Bottles Association, The European Association and a very active contributor to our own organization. Make a note of his birthday. He was born on 23 January 1917. Send him a card next year. His address: van Hoornbeekstraat 13, 2582 RA, The Hague, Netherlands.



American Barque on the Rocks by Bob de Jongste



Alongside I have put in modeling plans for GJOA, Roald Amundsen famous Arctic Exploration ship. She was built in 1852 in Harganger Fjord, Norway and then strengthened and resheathed in oak in 1901 for her three year stay in the Arctic ice. Hull green with two strakes in natural wood. Plan by Vidar Lund, Norway



Until next time!



Don and Lady

13.

#### A SIMPLE & BASIC BOTTLE STAND

This bottle stand is about as simple as one could be. It is also economical in terms of time, effort and materials to make. Sides of the stand provide ample space for labels or nameboards, the stand sturdily supports a bottle and it does not distract one's eye from the bottled model.

A standard piece of finished Poplar wood,  $\frac{1}{2}$ " x 2" x 2' long is sufficient to make two bottle stands. Corners are joined with white glue. If one prefers, one could make the end pieces  $\frac{1}{2}$ " wider and join the corners with box joints, dovetails, or angled 45° mitered joints.

Circular areas to match the bottle on the end pieces are first sanded with a small drum sander. Then sandpaper is wrapped around the bottle and drawn across the assembled stand, to achieve a good fit.

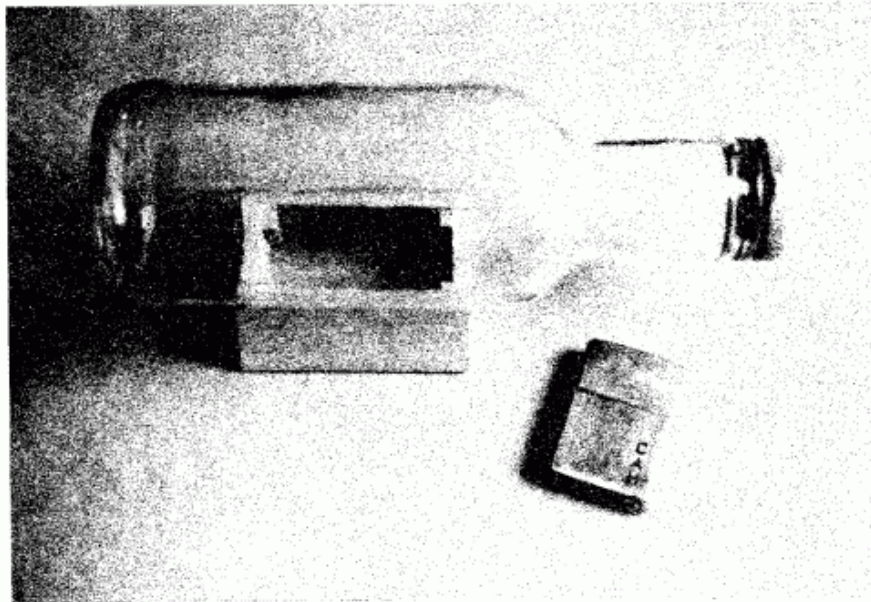
The wood can readily be stained or painted, or one could apply a fancy veneer - with or without inlays - to the external surfaces. Felt or cork dots under each corner prevent marring surfaces. I also apply a label to the interior of one sideboard to caution owners to keep the bottled model out of direct sunlight to prevent condensation from forming inside the bottle.

The stand can be adhered to the bottle by applying a bead of silicone glue or caulking along the insides of the top.

C. Hand

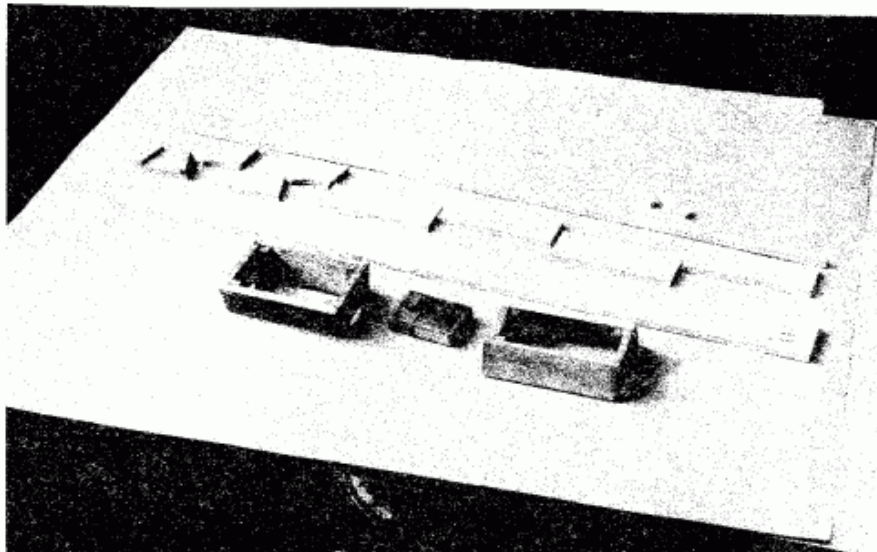
#### PHOTO CAPTIONS:

1. A 20-ounce (571 ml) Arizona brand tea bottle atop an unfinished stand. The neck i.d. of these bottles is a most generous 1.125".

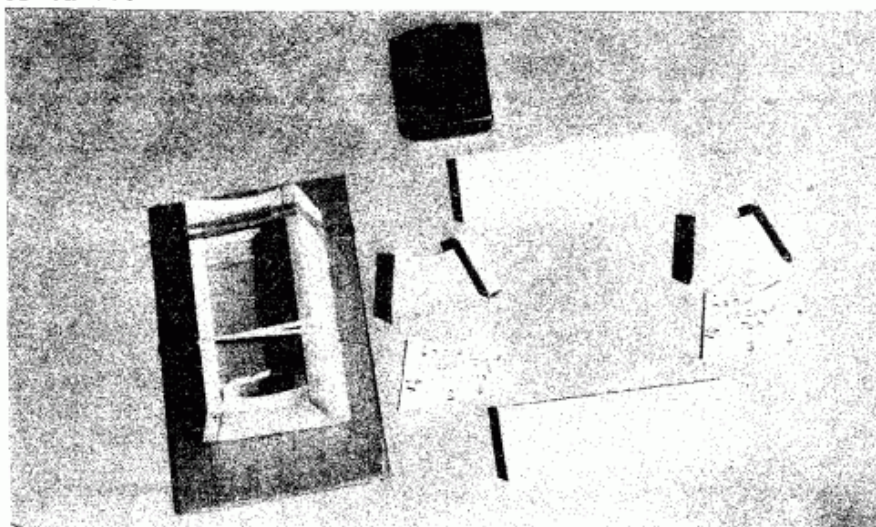


14.

2. Pieces for two stands laid out next to a standard finished  $\frac{1}{4}$ " x 2" x 2' Poplar board, which costs less than \$1.00. Sideboards are either 3" 1 [for 15-ounce (473ml) bottles] or  $\frac{1}{4}$ " 1 [for 20-ounce (591 ml) bottles].



3. Cardstock templates aid in laying out the end pieces. The inside corner pieces ( $\frac{1}{4}$ " square) are first glued to the end pieces. The side pieces are next glued and clamped with rubber bands.



You can tell it's going to be a rotten day when the check you sent in for your income tax payment bounces!

15.



## NOW HEAR THIS!

Our volunteer archivist Bob Little of Port Huene, California has done an astonishing and valuable thing.

**AVAILABLE NOW:** the first 80 issues of *Bottle Shipwright* completely archived on a self-loading compact disk. This includes all back issues from 1983 through 2002. Any page of any issue can be selected and viewed, and the comprehensive index lets you pick the subject, whether plans, instruction, new techniques and materials, or general reference information.

Anyone with a computer with a CD drive will be able to read, enjoy and download articles from this self-loading disk.

As you know, *Bottle Shipwright* is not written by one person, but by builders who submit articles from all over the world. This is why this archive is so valuable. The variety of ship-in-bottle information is staggering. An invaluable reference. We have been getting **VERY GOOD** feedback on this disk.

The disk, in a durable case, is available to members of the Ships-In-Bottles Association of America for \$40.00 which includes shipping. Non-members can obtain the disk for \$65.00 which includes one year membership in the Association.

Net proceeds from this CD go to help the S.I.B.A.A.



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 Send to Don Hubbard, PO Box 180550, Coronado, CA 92178

## THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

The Ships-In-Bottles Association of America (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, *THE BOTTLE SHIPWRIGHT*, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

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 Please briefly indicate your interest and experience with bottled ships:  
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We would like to invite you to join us.  
 Current dues are \$25.00 in U.S. currency,  
 and checks should be made out to S.I.B.A.A.  
 Please send to:

**Don Hubbard, Membership Chairman**  
 P.O. Box 180550,  
 Coronado, CA 92178-0550

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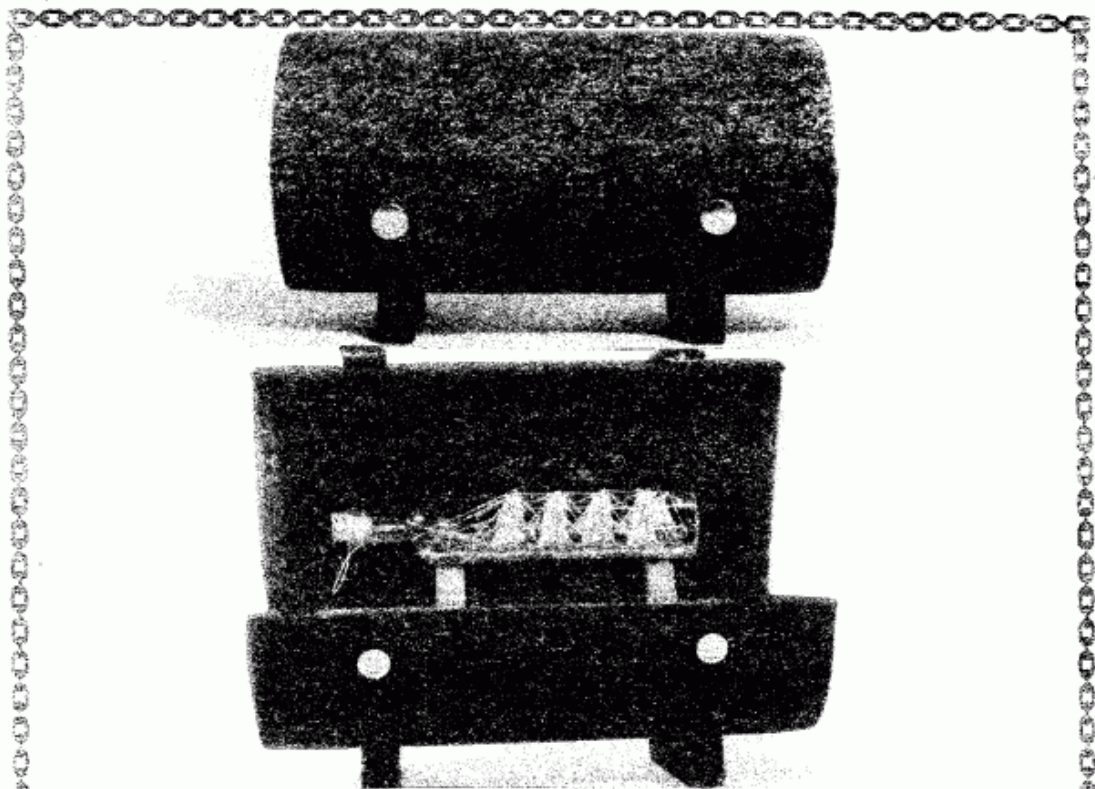
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From Mr. Moorthy of India, Sent by Chris Nair, India.

